

**Minutes of the Teleconference of RTCA SC-186 Working Group 3
For Maintenance of the ADS-B 1090 MHz Extended Squitter MOPS
Held 16 May 2006 at 1:00pm EDT
<http://adsb.tc.faa.gov/WG3.htm>**

The Teleconference was called to order by Working Group Secretary Gary Furr at about 1:15pm 16 May 2006. Mr. Furr welcomed all attendees and asked that each attendee introduce themselves and their organization. The participants during the Teleconference included:

Gary Furr, L-3/Titan, FAA TC	James Maynard, Garmin AT	Kurt Schueler, Garmin International
Bill Harman, MIT Lincoln Lab	Vince Orlando, MIT Lincoln Lab	Ronald Staab, SAIC
Al Marshall, Sensis Corp.	Tom Pagano, FAA TC	

1. Gary Furr asked Dr. Vince Orlando if he would summarize the discussions that had been held the week of 8 – 12 May in Montreal by the ICAO SCRSP Working Group B participants regarding their input to the resolution of the issue of creating a Reasonableness Test on aircraft position.
2. Dr. Orlando indicated that numerous discussions had been held with Kojo Owusu, who represents AirServices Australia, and an agreement had been reached to perform a reasonableness test on the globally unambiguous CPR decoded position. Tom Pagano had created what has been presented to the Working Group as Working Paper 1090-WP21T-05 as a summary of those changes that would be necessary to the draft of Change 1 to DO-260A in order to make the appropriate changes in DO-260A to incorporate the requirements and test procedures necessary to affect the inclusion of a reasonableness test.
3. Next, Gary Furr indicated that there were several known comments related to the proposal for changes in 1090-WP21T-05. One comment was received from Bob Saffell, who was on Rockwell Collins business in France and unable to join the Teleconference. Bob indicated that he was concerned about the proposed change to text in the new section §A.1.7.8 for Local Surface Decode in Appendix A, whereby the time interval on the surface between the “*even*” and “*odd*” format receptions would be 50 seconds, unless the Ground Speed in either Surface Position Message is greater than 25 knots, or is unknown, in which cases the time interval would be 25 seconds. Bob had indicated that if the Ground Speed were unknown, he felt that the time interval should be 50 seconds instead of 25 seconds. After some discussion of the Working Group, it was agreed that it was safer and more conservative to assume that the aircraft was moving at a higher speed and that the proposed changed text of §A.1.7.8 would remain as presented with the time interval being 25 seconds between the “*even*” and “*odd*” receptions if the Ground Speed was unknown.
4. The next set of questions opened for discussion came from Bill Harman. First, Bill was concerned about several places in the proposed changes where the reasonableness test references a range referred to as “maximum operating range of the receiver.” Bill and some other Working Group members were concerned that there should be a specific range identified. After discussion and agreements from manufacturers that were participating, it was agreed that the word “operating” should be replaced by the word “reception.” Therefore, it was agreed by all participants that in all cases where the phrase “maximum operating range of the receiver” occurs, it will be changed to “maximum reception range of the receiver.”

The second major concern expressed by Bill Harman was directed to the draft of Change 1 to DO-260A which was presented to the Working Group as Working Paper 1090-WP21T-06, and his concern related to the text of Change (1.32) versus the text of Change (1.101). The text in Change (1.32) is supposed to be the definition of the Reasonableness Test in a new section §2.2.10.6, whereas

the text of Change (1.101) was supposed to represent that same requirement in Appendix A, in a new section §A.1.7.10.2. Bill felt that the text in Change (1.32) was confusing, whereas the text in Change (1.101) more clearly represented the agreed upon solution to the reasonableness test. After discussion, the Working Group agreed that the text in Change (1.101) would be adapted and copied into Change (1.32) in order that both new sections would read nearly identically.

5. With the resolution of these issues, there were no further expressed concerns related to the proposed changes presented in the draft of the Change 1 to DO-260A.
6. It was therefore agreed that Gary Furr would make the agreed upon updates to the draft of Change 1 to DO-260A and submit both Change documents to RTCA for their submission to the RTCA PMC for approval at their 27 June 2006 meeting.
7. Tom Pagano thanked all of the members of the subgroup that worked to establish the requirements and initial test procedures for the reasonableness test after the Meeting #21 on 19 April. The Teleconference was then adjourned.
8. The **Working Papers** for all WG-3 Meetings, as well as the Meeting Agendas, Meeting Minutes, Meeting Schedules and proposed modifications to both DO-260 and DO-260A will be posted on the ADS-B 1090 MHz web site maintained at the FAA William J Hughes Technical Center, located at:
<http://adsb.tc.faa.gov/WG3.htm>